

# THE Pacific Commercial Advertiser

A MORNING PAPER.

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EDITOR

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## A STORY OF FANATICISM.

The Dr. Yoakum of Los Angeles, whose sect Miss Beard of Kona has joined to the apparent ruin of her usefulness, is a sort of faith-healer. He is also a man of wealth, and it is the testimony of substantial people of his city that he does practical good with his money and that he has cured ailing folk whom the doctors had given up. His religion is of the miracle-working order, and has, like all such occult creeds, a disturbing effect upon weaker or highly-sensitive minds. Miss Beard is a notable victim. She was formerly regarded as a good business woman and organizer, a philanthropist of practical sense, and a motherly caretaker of the orphans in her charge. Since coming under the influence of Dr. Yoakum, she has practically abandoned and shockingly neglected and mistreated her wards and their teachers. The full story of her eccentric course this journal does not wish to print; but enough is given in the present issue to show how necessary are the legal proceedings which have been taken. That the action for Miss Beard's removal from the guardianship of forty orphans could not well be avoided may be judged from the fact that, with the cutting off of the income she provided for the support of the charity, the future maintenance of the children will be a most perplexing problem to those who are raising the issue in court.

## THE COMING FLEET.

The news that the fleet will leave San Francisco for Honolulu July 6 gives our people something to work on. It may be inferred from the amount of coal awaiting transfer here that the stay of the ships will not be short, so plans can be made accordingly. We take it that the fresh food requirements of the fleet will soon be made known in the form of bids sought from contractors. The itinerary of the fleet includes Honolulu and the Philippines and not Japan. The natural route will be to Australia from here, thence to Manila and thence by the short cut of 1485 miles to Singapore, and on to Ceylon, Aden and the Red Sea. By taking this route, no part of the voyage will be doubled and the typhoon season in the Oriental seas will be avoided. Also the susceptibilities of Japan will not be shocked; for, if the fleet should pass close to Japanese shores and not call, after having been invited, the little brown men might think themselves snubbed.

As to the return of the fleet to the Atlantic, we cannot believe that any purpose exists to send it all there. Naval men here expect that at least eight battleships and a proportionate fleet of cruisers and torpedo boats, will be kept in the Pacific and that the fleets of both oceans will be steadily increased. This is the natural order of things; no lesser course would be in line with the duty the Government owes its people for the protection of their property in this ocean.

## PROVINCIALISM AND THE SUBSIDY.

It is one of the defects of our system of government that sectional interest or lack of interest can often put a wise national policy to sleep. For fifteen years the mainland of the United States was left undefended because the gentlemen from Missouri and Kansas, Nebraska and Iowa, and so on throughout the interior of the land, had no local coasts to safeguard. During the same period the navy was not replenished and, as a sea power, the United States sunk to the eighth rank, Spain having the seventh. Even so late as the time of President Cleveland's blustering message to Great Britain over Venezuela, this country did not possess a single battleship, and all because the Kaw, the upper Missouri, the Tombigbee, the Platte, the Yellowstone, and the Tennessee rivers, could not float craft of that description. A majority of Congressmen were and still are from inland districts and it took a long time to educate them into the national view of things. But for that, the Panama canal would have been completed ten years ago.

As has been shown in the Washington correspondence of this paper, the Ship Subsidy bill is suffering from this same narrow conception of the part which a national Congress ought to play. The bucolic member from northern Missouri, the backwoods statesmen from Tennessee, the mining politician from the fastnesses of Colorado, the cattle representative from Wyoming, the Mormon publicist from Utah, and scores upon scores of other provincial worthies find it impossible to see where any benefit to their constituents would come from giving public aid to American mercantile shipping. "If it would help anybody, it would be the coast states," they say, and that is enough to convince them that they ought to vote no. They easily forget that when the people of the interior wanted their wilderness homes opened up by land-subsidy railroads, the seaboard states not only passed the required bills—for they had the majority of votes then—but that Eastern money poured into such enterprises in an unstinted flow. But that, they say, was different.

How different? The railroads were built to enable the inland farmers to get their crops to the seaboard markets; and the subsidy bill is to enable the United States to extend those markets to the uttermost ends of the earth without paying toll to foreign bottoms. Wherever an American ship goes in foreign waters the carrying facilities of the American railroads are lengthened and the opportunities of the farmer to get good prices are enhanced. True, foreign vessels may be and are used in this trade without a subsidy; but it is axiomatic that a people without a commercial navy of their own do not venture far afield in pursuit of trade. They content themselves in the main with a home market. We do not deny that the imports from America of foreign consumers are large; but if Americans were busy on the sea, matching their wits against those of rivals in distant markets, those foreign imports would be vastly larger. In the old clipper days American commercial houses could be found all over the world. Now they are few and far between. To re-establish them would not be difficult if American ships rivaled the English in numbers and enterprise—a possibility which depends solely upon the course of Congress in relation to subsidies that will give American bottoms an equal chance to do business in rivalry with the cheaply-built, cheaply-manned and often subsidized foreign bottoms.

This is the argument to which the interior closes its eyes and ears with rural obstinacy. Some day it will know better and do better; but what an immense loss of time there is in trying to make it understand.

The curious request has been made to the Advertiser to settle a school controversy as to whether the Panama canal is to be one mile long or three. On behalf of common school education this paper hastens to reply that the length of the canal will approximate forty-six miles; and by way of forestalling the question of whether the ditch will be ten feet wide or twenty, it thinks best to reveal the fact that the width will vary from 200 feet in Culebra cut to 1000 feet between the Gatun locks and San Pablo, a distance of fifteen and one-half miles. The summit level of the canal will be about eighty-five feet above the sea. The cost, up to the end of 1908 will be in the neighborhood of \$150,000,000, inclusive of \$50,000,000 for canal property, rights of way and franchises.

The readmittance of Mr. Andrews to practice in Wilkey's court is well-known to have been dictated from Washington; but Judge Wilkey, to save his face, made the condition that Mr. Andrews should cut loose from Mr. Brooks. It was a condition he could not and did not enforce; and we do not understand that Mr. Andrews agreed to it except with an extension of time in which he meant to gather up the threads of the partnership business. Before this could be done, Wilkey seized another opportunity to attack Andrews. His animus seems to have been derived from friends in Honolulu who had suffered in the past from the vigorous work of Lorrin Andrews in favor of good government.

If Bryan should be chosen President he would have a Republican Senate against him and probably a Republican House. He could not do much in the way of carrying out policies peculiar to Democrats but he could parcel out enough jobs to make his party forget, in the delirium of the moment, that it ever had any policies.

The Mauna Kea should do much to popularize the Volcano trip. At least the Kinan boggy will be laid at rest and the knockers will have to leave the terrors of the sea trip out.

The vigorous dissent expressed by Bribe-Taker Burton from the third term idea ought to rally Kansas about Roosevelt to the last man.

Here's hoping that the coming bluejackets won't spend all their Fourth of July money in San Francisco.

Australia has never seen a great fleet. But it is going to.

## PASTOR AND WIFE GIVE RECEPTION

There was a large and happy gathering in the Methodist parsonage last night, when the pastor and Mrs. Crane entertained the congregation and their friends. The grounds were aglow with electric lights, making a very inviting appearance and enabling the young people to enjoy games on the lawns. The large reception parlors were tastefully decorated and reflected much credit on those in charge of the arrangements.

A program of songs and recitations was enjoyed, most of the pieces being contributed by members of the Sunday school and the Junior Epworth League. A special feature of the occasion was the opening number on the program, "Blest be the tie that binds our hearts in Christian love," sung by all the guests. This song was the keynote of the whole, songs and recitations alike being of a specially good type.

This is the first time Mr. and Mrs. Crane have met the members of their church in this manner. On former occasions the Ladies' Aid or some of the other church societies have had charge.

## EDUCATORS PUT RIGHT

(Continued from Page One.)

ed might have been copies to be kept on file, this being the way they were signed even when Mr. Babbitt was present. It was possible that the copies were of letters he had personally signed before he left.

"Yes, the clerk said something like that at the time," answered Mrs. Dowsett, who added that no harm had been done, but acting as a commissioner she merely wanted to warn Mr. Cox.

The situation which Mrs. Dowsett thus straightened out arose over the fact that before going away Mr. Babbitt had announced that Mr. Cox would act as his deputy in departmental affairs while Mr. Williamson would act as chairman over the board meetings. Mr. Williamson cut the Gordian knot which the board had tied itself up in by offering an amendment confirming and ratifying whatever Mr. Babbitt had done. This received a unanimous vote and the positions of himself and Mr. Cox were thus legalized.

There was not much business to be done at yesterday's meeting, although the board remained in session for an hour and a half. The question of the payment of her share of February's salary to Miss Whittington, the regular teacher of the Kekaha school, off on leave of absence, was debated at length. The share amounted to \$11.66. It was explained that Miss Whittington had been absent from duty because of an accident for the whole term with the exception of the first four days, although no particular report of this had been made by School Inspector Baldwin or School Agent Hofgaard. For this neglect Mrs. Dowsett suggested that they should be given a calling down and made an example of. The debate lasted for some time, the salary for February and March being finally agreed to according to the regulations, while a letter to the school agent calling his attention to the matter will be sent by the secretary. Mrs. Dowsett thought he should be "severely reprimanded," but this was not embodied in the motion. She was a minority of one during the greater part of the debate, failing to see how the granting of the salary could be a fair, proper or businesslike way of handling the public funds, the money of the taxpayers. Commissioner Hutchins expressed the opinion that the teacher could not get very rich on ten dollars and considering that she had met with an accident and was sick would probably need the money.

### WANTS BIGGER SALARY.

A letter from W. J. Leona, suggesting a raise of salary for himself, was read. He stated that he was receiving now \$30 a month and had been teaching five years. As he had to pay house rent and living expenses out of this he found he was going behind. This letter led Commissioner Carden to inquire how a man managed to live at all on that salary. Commissioner Hutchins stated that he didn't know, but that he had seen other things equally astonishing since he had been serving on the board.

"Well, thirty dollars a month is no pay for a man," said Mr. Carden, although the only action taken on the letter was to refer it to the Teachers' Committee.

### ENGAGEMENT ANNOUNCED.

John A. Madeiros and Miss Kahanu-nani Hala wrote to inform the board of their engagement and hoped for early marriage, asking that they be appointed to some school where they might both teach after the happy event. They suggested that the school at Hoon, Maui, would be just the one. The commissioners felt that this was too early to make any pledges, however, and referred the letter to committee to be acted on later.

Similar action was taken on a petition from a number of Chinese at Kaula, who wanted Miss Gertrude Whiteman appointed principal of that school next term if any changes were contemplated.

### REGULAR MEETINGS.

By resolution a regular day for future meetings was set, the next meeting to be on Monday, March 30, at half past three, and every alternate Monday thereafter.

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One of the passengers who came down on the Mauna Kea was A. Golden, formerly steward of the S. S. Ventura. He will take the stewardship of the University Club.

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